The National Bank of Commerce.

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COMMUNICATIONS

Views of Journal Readers on Various Topics.

William J. Bryan, Candidate for President:-You will, I trust, pardon me for not dropping you my weekly few lines last week. But believe me, it was not an oversight on my part. I did not forget you, for though you are out of sight you are not out of my mind. Sometimes I think you are out of your own. But my failure to write to you last week was due to my being misled by an advertisement in one of the Kansas City papers. I saw that "A Green Goods Man" was to be at one of the theaters there during the week and I thought I should have the pleasure of seeing you personally. I found out my mis-take, as you will find out yours on the merning of November 4.

morning of November 4.

And that reminds me that the most memorable campaign in the history of American politics is rapidly drawing to a close and that two weeks from Tuesday you will be snowed under by a majority the most colossal ever recorded in the an-

nals of presidential contests.

You have run your race. You have about traversed your orbit and you will soon reach your starting point. Your zenith has been attained, your star has been setting toward its nadir ever since the American people awakened to the full enormity of the disaster which your election would inevitably involve. Such a star will be seen no more in the American sky until it rises behind the red horizon of the revolution

your view but I never believed you were honestly in error. You forfeited the last benefit of the doubt when you complacent-ly admitted that your election would produce a panic. Your candidacy has been re-markable for many things, but none quite so infamously wonderful as this admis so in amounts practically to a con-tention. That any man would deliberately seek the suffrage of the American people on an issue such as that is inconceivable and monstrous. Perhaps I am in error in saying you deliberately seek the votes of the people of this country. Your frantic efforts do not imply deliberation, but they are plainly actuated by motives which lack

with the people already suffering in the threes of a great depression, you ask them to vote for a panic compared with which the prevailing stringency is prosperity itself. If that were not so protentous it

would be ludicrous.

I can conceive a man honestly mistaken, honestly advocating at policy which he believes will confer benefits upon the people. I can conceive a physician administering a potion which he believes will research to be the policy of the p store health. But I cannot conceive a physician who, having administered a cose that proved dangerous to one member of a family, calmly pours out another which he plainly tells the sorrow-stricken parents will prove dangerous to the rest, only hold-ing out the specious and uncertain hope of ultimate recovery. The Republican party believes in paying grocery bills rather than doctors' bills and will give a dose that will restore all members of the family to at Chicago. the health they enjoyed before the quack was called in.

It was a peculiar problem which con-tronted the Democratic party in 1896. For the first time since the war it had no issue The tariff was the last issue before which it could have gone before the people. Pos-sibly the Cleveland Democracy could have evaded the charge of inconsistency and by denouncing anew the Wilson bill as per-fidious and dishonorable could have consistently, if not with hope of success, gone before the people on the old issue of tariff reform. But the people had had enough of such tariff legislation. All the evils of free trade and the most monstrous per versions of the protective principles con bined to assure the defeat of the Demo been useless to have told the people that there was only a few per cent difference between the average tariff in the McKinley and Wilson bills. They had seen the Mc-Kinley bill multiplying our exports and

ecimating our imports.

They had seen the Wilson bill shutting pour factories and Mr. Wilson toasted the manufacturers of Great Britain.
Republican party prefers its chairman of the ways and means committee to be asted rather than toasted by the foreign manufacturer. have talked of 1 or 2 or 5

per cent difference in the average tariffs of the two bills, it would have been sul-cidal to have goe before the people on the tariff issue. So wonder that even you, as far alienated from true Democracy as you are, declare the tariff is no issue and renounce your own offspring. In this great party crisis, the Issue was

precipitated between genuine statesman-

ship and demagogy. Two ways opened up. One was to declare for the time-honored principles of the Democracy in the face of certain defeat, as that great party had done for thirty years. The other was, to create a new issue. It fell out as it al-ways does that a great issue that must be created and does not force itself upon the people is an issue inimical to their best interests, if not hostile to our institutions. The "Old Guards" of Democracy was for nalling the flag to the mast and going down with the ship, trusting to fairer seas in the future, or even resigned to the reflection that no stain would be found railway employes from joining in a genfloat it to and fro for another thirty years. The Jacobin element in the party was for running up the red flag of anarchy, and the black flag of piracy, and by rallying to these disgraceful standards whomsoever was discontented and disgruntled, whom soever had all to gain and nothing to lose whomsoever was envious and covetous and hated his more prosperous neighbor, whomsoever in whose heart rankled the bitterof lawlessness-by inviting these, the Jawere for setting sall on a career of

Letter From Junius, Jr., No. 5. | own dupes would be the first to walk th

plank.

The Robespierre was not wanting.

The worley crew was for in your own person. An unconstructed political farmer from South Carolina, an anarchist pardoner from Illinois, who refuses to march beneath the American flag and now impudently rants about using that sacred emblem for "advertising purposes," and a surviving relic of states' rights, from the state of Missouri, are your mates. The black flag of no quarter has been raised against the loyal and particitic Democrate who refuse to be led intriction. triotic Democrats who refuse to be led in-to a buccaneering expedition. And on the miserable, sophistical and specious issue of free silver, on the rebellious and insur-rectionary issue of mob rule, and the res-urrected issue of states' rights, you hope

to reach the haven of official spoils.

When you calmly admit that your voyage will end in wreck and ruin, but hope that the ship of state will weather the storm, I cannot accord you even a minimum of sincerity. Your candidacy would be Quixotic if it were not so Mephistophelean. Your lance is tipped with a firebrand, and your Sancho Panza carries too red a flag.

I once before told you that a mirror and not a telescope was the proper glass to use in looking at the future. Every issue of the Chicago platform has been con-demned by the past that faces you when you look into the mirror of events. Fre coinage has been tried for 400 years and never accomplished one of the results you

so glibly prophesy for it. Secession was shot to death on the red crest of Gettys-burg, above the clouds at Lookout mountaln, and along that bloody swath from Atlanta to the sea. It was buried beneath the apple tree of Appomatox. States' rights sleeps the resurrectionless sleep of oblivion. The American people want a currency that is as good as that they have. They need no better. They will have no They need no better. They will have no worse. The American people want to maintain their present position among the nations of the world. They will accept no lower; they could hardly hold a higher. The American people want no Bryanism. They will not have any. Mark the prediction.

JUNIUS. JR. JUNIUS, JR. Atchison, Kas., October 18.

Government by Injunction.

To the Editor of the Journal. Government by injunction is a term which arose in connection with the opera-tion of railways. In several instances our courts have interposed their authority to prevent employes of railways from partic-ipating in general strikes, usually of a purely sympathetic character, and thus purely sympathetic character, and thus on a cold and stormy winter night, without sufficient brakemen to control the
train. The train became unmanageable on
a heavy grade, broke in two, and several
employes were injured or killed.

From these considerations we can readliquid the subject, has been discussed
with much visco from these been discussed
of their employment, men in railway
of their employment, men in railway with much vigor from many aspects. At the present time government by injunction has become a leading political issue, on ac-

Injunction belongs to a species of legal procedure called extraordinary remedies. These are: (1) Mandamus, to compel the performance of a specific act; (2) injunc-tion, to prevent the execution of a threatened act; (3) certiorari, to review the ac tion of a public body, as the determina of a board of canvassers of election, nstance; (4) quo warranto, to inquire into the right of a person to perform the func-tions of a public office; (5) prohibition, to prevent an inferior tribunal from proceedng upon a case before it.

Mandamus and injunction will be the subjects pertinent to this discussion. These remedies may, for the purposes of this article, be considered as counterbalances in the administration of justice. A mandamus may require a person, corporation or public officer to perform a certain sp or corporation to refrain from committing any specified acts. Thus, in the adminis tration of justice, these remedies may be considered as mutually equitable, i. e., the harshness of being compelled to perform an act may be ameliorated by a remedy of equal force requiring one to abstain from performing an act. A writ requiring the absolute performance of an act is called a peremptory mandamus, and leaves the peron commanded no alternative in the matter. An injunction may be either temporary or permanent. The former issues to restrain the performance of acts pending a judicial investigation of the questions in controversy in the suit; the latter issues after a determination of the questions at issue, and is, usually, a final adjudication

of the matter.

To procure a mandamus, a moving party must establish a clear legal right to the remedy demanded hence such writs are usually more difficult to procure than writs of injunction. But a temporary injunction, which is an injunction staying the upon papers showing a prima facie case and alleging that the performance of the acts mentioned in the application will work an irreparable injury to the complainant against which the court could afford him

no adequate measure of relief.

Now what is the force of the objections to the granting of an injunction restraining eral strike, and thus tleing up the road? What are the counterbalancing features or compensating remedies, to this so-called government by injunction? Why should the remedy of injunction be applied in case of railways, specifically, and not to general corporations?

Railways are, in respect to the perform quasi-public corporations; first, they are required by statute to operate their train upon regular schedules and perpetually, in order to accommodate the public, or, to transport persons and property with spoils and booty, caring naught that their sonable expedition; second, very many rail-

ways are by their charter and contracts with the federal government compelled to transport the United States mail, with the greatest possible dispatch; third, railways may be required by the government in case of war or public danger, to trans-port troops and munitions of war peremptorily and with all possible speed. Hence, railways are compelled to operate their trains at all hazards, whether certain of carrying any freight or passengers and of collecting compensation or not. They have no alternative but to obey the law, or forfeit their charters. Now what the govern ment requires of railways in the perform-ance of public duties it should be willing at all times and under reasonable condi ions by the exercise of its judicial power to aid the railways in performing.

Now the operation of railways through the dangerous power of steam is attended with hazardous risks—commensurate with the weight and speed of the train and the character of the road, and of phycical con-ditions—of a triple nature, first to the em-ployes of the road; second, to the passengers on the trains; and, third, to the peo-ple along the line. Hence, it is of the ut-most importance that a full complement of employes should be at the command of the employes should be at the command of the officials and ready to perform their allotted duties in operating and controlling the movement of trains. Such employes are charged, by virtue of their employment, with duties analogous to the duties imposed upon soldiers on duty, or guardians of the peace, since any remission of duty on their part may entail a sections loss of on their part may entail a serious loss of life or property. It is essential to the successful operation of railways, especially in these days of fast limited trains, that ever engineer, conductor or trainman should be at their post at the appointed time ready to fulfill their respectives duties; that every dispatcher, every signalman, flagman, switch-tender, bridge-tender or other em-ploye should not only be at their posts during their alloted periods of service, bu should also be vigilant and faithful in their discharge of their duties—since precious

numan lives and valuable property are at their mercy. It is obvious, then, that if railway em ployes be permitted to abandon their posts at the behest of some labor agitators, or in order to gratify some whim or caprice on their part, that the service of the roads would be seriously crippled and the opera-tion of trains at stated and regular periods as the state imperatively demands roads, as a condition of their existence would be attended with great public dange and risk to life and property. A railway employe on service is charged with mucl the same duty as that imposed upon sol-diers in camp or in the field.

The laws of war hold soldiers to a most

rigid performance of their duties; and the civil laws should hold railway employe to a performance of their duties commer surate with their responsibilities to the public. It is essentially different with em-ployes of manufacturing corporations, since they are all under the immediate control of the managers, and in case of vacancy in one post, it can usually be filled at once by other employes-and then the risk from a lack of a sufficient force is not so great, especially to the public. But in case of railways, the men are often scat-tered over the line through several different states, beyond the immediate contro of the managers, and in case of a genera or partial strike their places cannot be readily filled. Again, railway employes are charged, by the character of their work, with a greater degree of care and respon-sibility than is imposed upon employes of

Mills can be closed in case of insufficient force. In many cases the railways have been obliged to pay heavy damages by reason of the operation of trains withou a sufficient force, due to the absence of neglect of their employes. In a case de cided by the court of appeals of New York. the Boston & Albany railroad was held liable for the death of employes on a freight train because it sent the train out on a cold and stormy winter night, with-out sufficient brakemen to control the

ily understand why, from the very nature of their employment, men in railway service should be held to a rigid discharge of their duties and prevented, by injunc-tion, if necessary, from throwing up their positions arbitrarily for purely personal reasons. On the part of the employe satis-faction or dissatisfaction with the service s merely a matter of sentiment or prejudice-always perverted in case of labor troubles-but with the corporations and the public it becomes a matter of grave im portance. Injunction is a remedy intended to prevent irreparable injury to persons er property until the merits of an existing ontroversy can be determined judicially And no case could be conceived where the exercise of the remedy is so fully war ranted by public policy and the principle of justice as in a case where a threatened strike of railway employes would imperil the service and subject both the remaining employes and the public to grave dangers The state requires that trains shall be op-erated continually, and it should, in sase of necessity, co-operate with the raliways in securing the operation of such trains with safety to the public. In assuming the service railway employes have due notice that they will be held by judicial power, if necessary, to the full discharge of their duty, as in the case of peace officers, until that they will not be permitted to participate in a general strike and thus imperil the lives and property of the people. As a measure of compensating justice, the

law furnishes to railway employes, or to the public, another remedy—mandamus—which may be considered as a counterbalance to injunction in securing the equitable administration of justice. Mandamus may be invoked by employes to compel the railways to perform duties for the benefit of employes. of employes, just as an injunction may be procured by railways to prevent employes from deserting their posts arbitrarily and en marse, to the irreparable injury of the railway and great danger to the public. As contradistinguished from injunction, mandamus illustrates the familiar maxim that "It is a poor rule which does not oper-ate both ways." One remedy may be emate both ways. One terms by compelling ployed to aid the workmen by compelling the performance of specific acts; the other may be invoked by the railways to prevent performance of specific acts. Both are instruments to secure justice and equity. A writ of mandamus has been issu against a railway company to compel it restore to its former position a portion of a channel of a stream; to complete its road: to replace its tracks; to run its trains; to grade its roadbed properly; to run its trains to the end of its road; to deliver grain to a particular warehouse or elevator; to build a bridge: to restore an abandoned station. Wright vs. S. B. & N. Y. Ry Co., 49 Hun (New York) Reports, 445; Hall vs. Union Pacific Ry Co., 91 United States Reports, 343; 37 Connecticut Reports, 154; 56 Illinois Reports, 365, and

other cases. By compelling a railway to operate its trains, even at a loss, the workingmen are enabled to ride to and fro from their homes and places of business. By compelling the corporations to erect stations, the law expresses its solicitude for the comfort of the workmen. It will be observed from these cases that the rallways are never permitted to strike, be their grievances never se great, or their fares-their wages-never inequitable. By the remedy of mandamus the humblest workman might compel the great and powerful New York Central corporation to abstain from striking—even when crippled by a strike of its employes and to operate its trains, regardless of expense or the amount of fares, for the ben-efit of the workman, his family and his fellow workmen. So the extraordinary reme dies which the law provides are mutually and equally effective to either railways or to their employes. Either remedy can be invoked, for due cause, with decisive effect. And the remedy by mandamus—al-ways available to the employes against the railways—can be operated with much more disastrous effect by the employe against the railway than the remedy by injunction can be operated by the railways against the employes. For the injunction merely compels men to continue in the railway service, and earn their wages, whereas a mandamus may compel a railway to oper-ate a train, or to erect a depot, or perform other duties for the benefit of the employes

Now as to the counter operative effect of mandamus and injunction. An injunction merely stays threatened action that may merely stays threatened action that may produce irreparable injury, but does not decide anything, merely leaving the matter in statu quo. But in order to procure a pany, Keith & Perry building.

mandamus, as before stated, a clear legal right must be shown. Now an injunction may issue to prevent employes from striking, as a mere measure of public safety, leaving the questions at issue undetermined. But before the roads could compel the striking employes to go to work again, they must, under the forms of legal procedure governing these remedies, show a clear legal right; that is, the roads would be compelled to join issue with the strikers, and in proceedings analogous to a trial sustain by evidence—and they would have the burden of proofright to invoke the remedy by mandamus. The course of the law in granting relief is often slow and tedious; but in affording preventive, or provisional relief, or neutral relief, it can act promptly and summarily. Thus, in case of a threatened strike which might occasion irreparable injury to the railways, and great danger to the public, the court can, upon due cause shown, quickly exert its power to stay threatened wrong, conserve the rights of all parties. and reserve the cause for future and de liberate action, without impairing the rights of either party. For any injury occasioned to railways or to the public on account of a general strike, the courts would be powerless to afford any relief as against the strikers. Hence, it simply re-strains both parties until their cause can be judicially determined. But in case of a mandamus to compel a road to operate its trains, to erect a depot, the applicant could suffer no wrong by the delay in is

the water again.

But the court held that, in the absence of a trial to determine the amount of water rates, the consumer could not show a clear legal right to a peremptory writ of man damus commanding the company to turn on the water. The court intimated, how-ever, that if the consumer had procured an injunction preventing the company from shutting off the water, he might not have been deprived of water—so essential in do-mestic economy—pending the determination of the question as to the tariffs, and that the rights of either party would then have been conserved—upon furnishing security for payment for water to be consumed—

suing the writ, after a hearing upon the merits, but what the courts could afford relief for by an action for damages. In a

damus to compel the company to turn or

and the issues left in statu quo. It seems inconceivable that a party which stakes its whole claim to be entrusted with the administration of the national government upon its ability to change all comvalues, whose strongest bid for popular support is its promise to relieve debtors of half of their obligations by de-preciating the currency, that a party which demands legislation that would prevent a creditor from surrounding his contract with a reasonable degree of protection, should declare against the so-called government by injunction—the exercise of the judicial arm of the government-to prevent genera and arbitrary railway strikes which would work irreparable injury to the railways, and expose the public to grave dangers, by crippling a dangerous species of publi service. GEORGE A. BENHAM.

Jefferson and 16 to 1.

To the Editor of the Journal.

Mr. Champ Clark and the Popocrats teach that Thomas Jefferson was the orig inal 16 to 1 man, and that he believed that government could fix arbitrarily the ratio of the values of the precious metals.

The real words of Mr. Jefferson dispute this contention of Mr. Clark and show that Mr. Jefferson even doubted the capacity of the people in general to settle all the nice

intricacies of the money question.

In his "Notes on the Establishment of a Monetary Unit Act," he says: "The bulk of mankind are school boys through life, These little perplexities are always great to them." (Page 134.) After making this sling at the hoboes and

Populistic statesmen of his day, he says:
"We should examine quantity of pure
metal in each (coin) and from them form an average for our unit. This is a work proper to be committed to mathematicians. as well as merchants, and which should be decided on actual and accurate experi-ment." (Page 137.) So firmly did he believe that the ratio

of the values of the precious metals was mercantile question to business men, that he reiterated the statement on page 140, and, on page 138, he writes at some length as follows: "The proportion between the value of gold and silver is a mercantile problem altogether. It would be inaccurate to fix it by the popular exchanges. . . . The legal proportion in Spain is 16 to 1; in England, 15½ to 1; in France 15 to 1. The Spaniards and English are found in experience to re and English are found in experience to re-tain an overproduction of gold coins, and to lose their silver. The French have a greater proportion of silver. . . Just principles will lead us to disregard legal (i. e., statutory) ratios of other nations, to nquire into the market price of gold in the several countries, with which we shall principally be connected in commerce, and

o take an average from them.

"Perhaps we might, with safety, lean to a proportion somewhat above par for gold, considering our neighborhood and comnerce, with the sources of the coins, and the tendency which the high price of gold in Spain has, to draw thither all that of their mines, leaving silver principally for our markets. My statements as to the ratio as 15 to 1 is conjectural only." (Page 138.) He even dec'ares a preference for gold 'I would still incline to give a little more han the market price for gold, because to that the market of the superior convenience in transportation." (Page 140.) RALPH INGALLS, Kansas City, October 17.

Government Not Behind It.

To the Editor of the Journal, A fact not generally understood by the people, and ignored by the free silver agipeople, and ignored by the collage law tators, is that under a free collage law the government does not guarantee in any manner the money value of the bullion coined by it for owners. The government stamp on the coin signifies only that ft contains so many grains of metal, and it s no less a commodity after coinage than it was in the form of bullion. The free coinage is merely putting it in a convenient shape for handling, or for transfer from one to another. This is true alike of gold and silver in the operation of free coinage laws They may, as legal tenders, have a debt-paying power of 100 cents to the dol-lar; but no legislation can give them a purchasing power greater than the market or commercial value of the bullion they contain, they being the money of ultimate redemption and their market value being regulated solely by the oft-quoted law of supply and demand.
The coinage and ma

coinage and market ratios of the two principal money metals of to-day vary widely, and no evidence has yet been offered by any free coinage advocate, that an equality of coinage and market ratios will result from the operation of the proposed free coinage law; or, were these ratios equal at the time such a law be comes effective, that they would long remain so. On the contrary, history shows that there never was actual bimetallism in any country of the world for a length of time sufficient to serve as an argument time sufficient to serve as an argument that such a condition could now be brough about, even by the concurrence of nations, to say nothing of an attempt by this coun-try to do so, "without the aid or consent of any other nation." By actual bimetallism is meant a permanent condition of mone-tary affairs in which there would be a free and unlimited exchange of one metal for the other at a fixed ratio, and in which the holder of obligations to pay money would have no preference for the one kind of coin over the other, in payment of the

It seems to clearly appear from the facts of financial history, that the only practi-cable bimetallism is that which obtains in this and other gold standard countries. R. U. GRIFFITH.

Kansas City, October 18.

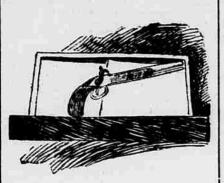
A woman who is weak, nervous and sleep-less, and who hes cold hands and feet, can-not feel and act like a well person. Can-ter's Iron Pills equalize the circulation, nove nervousness, and give strength and

Notice, Coal Consumers.

AARON BURR'S PISTOL. The Weapon That Was Used in the Duel With Hamilton.

From the St. Louis Republic.
Versailles, Ky., Sept. 25.—Mr. Louis Marshall, of this city, possesses the famous pistol with which Aaron Burr killed Alexander Hamilton.

The wespon has changed hands a number of times since that fatal day and has a very interesting history. Judge Van Ness, who was Burr's second, marked the pistol and gave it to Colonel James Bowie, together with its mate, the Hamilton pistol. Colonel Bowie were the reit as belt release. Colonel Bowie wore the pair as belt pistols, but lost the Hamilton pistol while swimming a bayou. He afterwards presented



case where there was a dispute between a water company and the consumers as to the water rates, the company shut off the water on refusal of the consumer to pay its charges. The consumer sought by man-THE PISTOL THAT KILLED HAMIL-

the remaining weapon to Dr. Carr, the superintendent of the United States arsenal at Baltimore. Dr. Carr acted as second to Thomas F. Marshall, of Versailles, the Kentucky orator and statesman, in his duel with James Watson Webb, editor of the New York Courier and Enquirer, in which Webb was crippled for life. Dr. Carr then gave the Burr pistol to Mr. Marshall, who subsequentally presented it to his brother, Captain Edward C. Marshall. The latter carried it through the Mexican war. It was stolen from him by his body servant, but through a miracle was located in the City of Mexico and recovered by one of his soldiers. Captain Marshall before his death gave the pistol to his son, Louis Marshall. Chomas F. Marshall, of Versailles, the

Thomas F. Marshall, while it was in his possession, had the dueling pistol altered from a fiint to a percussion lock. It still shoots very accurately and carries a two-ounce ball. Its barrel, which is twelve inches long, looks more like a section of a shotgun than anything else, while the handie is marked twice with the "X" sign, which meant in the palmy days of dueling that the weapon had done fatal work.

Why don't you try Carter's Little Liver Pills? They are a positive cure for sick headache and al. the ills produced by dis-ordered liver.

Tree Planting.

The leaves will soon fall. After they have done so, go through the forest and along fence-rows and select good, healthy, low-heading trees for transplanting.
As to species, the best is white or bitter
elm-sometimes called water elm. Next comes and elm, then ash, linden, sugar-tree or hard maple, etc.

Avoid soft or white maple. It is not only usually useless but is a positive nul-

Select your trees of diameters ranging from three to eight inches-larger if you

First, top dress by cutting off branches second, dig under to a proper depth below the crown and cut a block or section out of the tap root and all large lateral roots. By removing sections, the roots will not unite again.

Third, replace all uplifted soils and tame thereuply

famp thoroughly.

Fourth, leave the tree in its forest bed for at least one year. This will allow all scars to thoroughly heal.

Fifth, transplant in the spot selected, but be sure and set the same side of the tree to the north that was towards that point

to the north that was towards that point If the north side is turned to the sun, the foliage and bark on that side may blight or blister.

If the transplanted tree is large, set a

to the bottom of the pit. After the earth has settled a few days around the tree, draw out the stake and pour water down A funnel or a substitute improvised from a gourd will be useful in introducing

the water into the hole. After watering, the stake must be re-placed in the hole—to be removed as often as the tree requires water.

If the tree does not make rapid growth
the first year after being transplanted,
continue the root-watering throughout the

second summer and autumn. When done watering, leave the stake in

the hole to rot.

This system has advantages over any other known to me.

Most of these will be apparent to any intelligent reader, but the fact can not be too much emphasized that the roots of trees should be sent down for moisture instead of upward as is the case in surface irrigation.

By the use of the stake hole, as herein

recommended, water is sent to a consider able distance below the surface. In consequence of this, watering may be done at any time in the day.

EDWIN WALTERS.

Pattern After the Penusylvania.

Pattern After the Pennsylvania.

Inzofar as genius and money can bring about that end, the Pennsylvania system is the American railway model. The track and service are the ideals which even the European systems pattern and all American lines dream of attaining. The millions that the Pennsylvania annually puts into its route and rolling stock keep its dividends and quotations down, but those are evidently of secondary consideration in the minds of the management, singular as that fact is in this age of corporation competition. The system has not attained its position and reputation except by daring exploits and fabulous expenditures. The Pennsylvania originated double tracks, rock ballast and elevated terminals, as well as limited trains. Apropos, the year 1896 is the Pennsylvania system's semi-centennial, and the event was duly celebrated in April. That it has safely and solidly achieved the undisputed standard of excellence in fifty years argues that it will continue to maintain its position through the coming century. Its future is altogether incomprehensible at this stage.—"Chicago 400."

Cheap Rates Vin Burlington Route. TO ST. LOUIS, Each Tuesday and Thursday, Until October 24th, \$5.50 one way, \$10.00 round trip.

HARVEST EXCURSIONS TO POINTS In the West, North and Northwest, South and Southwest, October 20th.

Ticket office, 823 Main street, C. W. Alexander. City Passenger Agent. H. L. Harmon, General Agent.

Cartridges Are Costly. From Harper's Round Table. General W. F. Molyneux, a fighter in the

General W. F. Molyneux, a fighter in the Transvaal, tells about going to the house of a Boer upon the latter's invitation to become his guest on a deer hunt. The general arrived on horseback accompanied by one servant. Dismounting, he carried into the house a bag containing what would measure a peck or so of common cartridges. The Boer loked at the bag in astonishment and exclaimed:

astonishment and exclaimed:
"You Englishmen must be very rich.
Cartridges coet sixpence each here."
Rather mystified, and declaring that there are no poor Englishmen, General Molyneux asked: "Where are your cartridges?"
"In this," replied the Boer, tapping his houble-barrel. bouble-barrel. "Then you don't intend to do much

"Well, two spring buck are as much as I can carry."
"Suppose you miss?"
"Nobody misses when a cartridge costs

The sequel was that the Boer got his two deer, one for each cartridge, while the gen-eral fired five shots and got one.

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